



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2023 No. 025

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The London Borough of Southwark (Charged-for parking places)  
(Lower Road C4) Experimental Traffic Order 2023

Made: 23 March 2023

Coming into force: 30 March 2023

Expires: 10 October 2024

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The Council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 9 and 10 of the Road Traffic Regulation Act 1984<sup>a</sup>, as amended, and of all other powers thereunto enabling, hereby make the following Order:

#### Citation, commencement and expiry

- 1.1 This Order may be cited as the London Borough of Southwark (Charged-for parking places) (Lower Road C4) Experimental Traffic Order 2023, shall come into force on 30 March 2023, and will expire on 10 October 2024.

#### Interpretation

- 2.1 In this Order:-

“Council” means the Council of the London Borough of Southwark;

“enactment” means any enactment, whether public general or local, and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

“map-based schedule” means the map attached to and to be read in conjunction with this Order and the Order of 2021, which depicts the parking place designated by this Order, and, in conjunction with the map schedule legend, identifies the type of each particular parking place and, if appropriate, certain of its governing provisions:

Provided that the Council does not accept responsibility for any inaccuracies contained in the Ordnance Survey data relied upon to create the map-based schedule and where a parking place is depicted on the map-based schedule, that parking place will continue to apply irrespective of any subsequent changes that have been made to the underlying Ordnance Survey data.

“map schedule legend” means the map schedule legend attached to this Order which, when used in conjunction with the map-based schedule, identifies the specific type of parking place designated by this Order and, where appropriate, certain of its governing provisions; and

“the Order of 2021” means the London Borough of Southwark (Charged-For Parking Places) (Map-based) Order 2021<sup>b</sup>.

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<sup>a</sup> 1984 c.27

<sup>b</sup> LBS 2021/035

- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
- 2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2021 shall have the same meaning as in that Order.

#### Substitution of item in the map-based schedule

- 3.1 While this Order remains in force, and without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2021 shall have effect as though:-
- (a) where there is no existing item at a location depicted in the map-based schedule attached to that Order, there were added to that map-based schedule the item depicted in the map-based schedule attached to this Order; and
  - (b) where there is an existing item at a location depicted in the map-based schedule attached to that Order, there were substituted in that map-based schedule the item depicted in the map-based schedule attached to this Order.
- 3.2 The substitution referred to in Article 4.1(b) of this Order of any item in the map-based schedule will have the effect of suspending any provision provided or designated by a previous version of that item in the map-based schedule and not incorporated into the latest version.

#### Designation of parking place and application of the Order of 2021 thereto

- 4.1 Each area on a street identified the map-based schedule as a parking place and, where applicable, by way of the map schedule legend as an area marked out and signed for the use therein of specified classes of vehicles following the conditions specified in the Order of 2021 in relation to that type of parking place, is designated as a parking place.
- 4.2 Unless otherwise so identified, a parking place shall be bounded on one side of its length by the edge of the carriageway and be an area marked either by a traffic sign or by another method of indicating the extent of a parking place as specified in the Traffic Signs Regulations and General Directions 2016<sup>c</sup>.
- 4.3 The provisions of the Order of 2021 (other than Articles 4 and 19) shall apply to the area designated as a parking place by this Order as if in those provisions any reference to a parking place included a reference to an area designated as a parking place by this Order.

#### Placing of traffic signs, etc

- 5.1 The Council shall:
- (a) place and maintain traffic signs or other appropriate markings on the surface of the street indicating the limits of the parking place designated by this Order;
  - (b) place and maintain in or in the vicinity of each parking place, traffic signs indicating that such parking place may be used during the permitted hours for the leaving only of the vehicles specified in Articles 5.1 and 5.5 of the Order of 2021;
  - (c) place and maintain in or in the vicinity of the parking place a traffic sign indicating, that such parking place may be used by vehicles making payment of the parking charge by way of the electronic payment system; and the location identification number of such parking place or part thereof; and
  - (d) carry out such other work as is reasonably required for the purpose of the satisfactory operation of a parking place.

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<sup>c</sup> SI 2016/362

Power to modify or suspend this Order

- 6.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Head of Service - Highways (or such other officer of the Council as holds the post of Traffic Manager as defined in section 17 of the Traffic Management Act 2004<sup>d</sup>) may, if it appears to that officer essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend any provision of this Order, save that no modification shall make an addition.

Dated this twenty-third day of March 2023



DALE FODEN  
Head of Service, Highways  
Environment, Neighbourhoods and Growth

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<sup>d</sup> 2004 c.18

## EXPLANATORY NOTE

*(This note is not part of the Order)*

This Order, by way of an experiment, substitutes items in the map-based schedule attached to the Order of 2021, so as to suspend the use of pay parking in Lower Road south-west side (i) 20.5m o/s Nos. 172 to 178 Lower Road, and (ii) 5.5m o/s No. 202 Lower Road, as part of the Lower Road Cycleway 4 active travel measures, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2023 No. 026

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The London Borough of Southwark (Prescribed Routes and Cycle Lanes)  
(Lower Road C4) (No. 2) Experimental Traffic Order 2023

Made: 23 March 2023

Coming into force: 30 March 2023

Expires: 10 October 2024

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The Council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 9 and 10 of the Road Traffic Regulation Act 1984<sup>a</sup>, as amended, and of all other powers thereunto enabling, hereby make the following Order:

#### Citation, commencement and expiry

- 1.1 This Order may be cited as the London Borough of Southwark (Prescribed Routes and Cycle Lanes) (Lower Road C4) (No. 2) Experimental Traffic Order 2023, shall come into force on 30 March 2023, and will expire on 10 October 2024.

#### Interpretation

- 2.1 In this Order:-

causing includes permitting;

"cycle lane" means an area of carriageway within a length of street specified in the Schedule to this Order which is indicated by a traffic sign as being a cycle lane for the use of pedal cycles only, subject to the provisions of this Order;

"electronic communications network" has the same meaning as that given in section 32 of the Communications Act 2003<sup>b</sup>;

"enactment" means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

"kerb-line" means the imaginary line which is the projection of the line formed by the edge of the carriageway of a street;

"motor vehicle" has the same meaning as in section 136(1) of the Road Traffic Regulation Act 1984;

"pedal cycle" has the same meaning as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016<sup>c</sup>;

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<sup>a</sup> 1984 c.27

<sup>b</sup> 2003 c.21

<sup>c</sup> SI 2016/362

“prescribed street”, for the purposes of Article 5.1(c) means any street or part of street referred to in Article 3 or 4 of this Order;

“traffic sign” means a sign of any size, type and colour prescribed and authorised under, or having effect as though prescribed or authorised under section 64 of the Road Traffic Regulation Act 1984.

- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

#### Prescribed routes

- 3.1 No person causing any vehicle to proceed in a north-eastbound direction in Culling Road shall, upon reaching its junction with Lower Road, cause that vehicle to turn right into Lower Road.

Provided that nothing in this Article shall apply to a pedal cycle entering into the cycle lane referred to in item 2 of the Schedule to this Order.

- 3.2 No person causing any vehicle to proceed in a north-westbound direction in Lower Road shall, upon reaching its junction with Neptune Street, cause that vehicle to turn right into Neptune Street.
- 3.3 No person causing any vehicle to proceed in a south-westbound direction in Neptune Street shall, upon reaching its junction with Lower Road, cause that vehicle to turn right into Lower Road.

#### Cycle lanes

- 4.1 No person shall cause any vehicle other than a pedal cycle to enter into or proceed in a cycle lane specified in the Schedule to this Order at any time.

#### Exemptions

- 5.1 Nothing in Articles 3.1, 3.2, 3.3 and 4.1 of this Order shall apply in relation to:-

- (a) anything done with the permission or at the direction of a police constable in uniform;
- (b) any vehicle being used for ambulance, fire brigade or police purposes;
- (c) any vehicle being used in connection with the laying, erection, alteration, or repair in or adjacent to a prescribed street of any sewer, main, pipe or apparatus for the supply of gas, water, electricity, or of any electronic communications network; or the placing, maintenance or removal of any traffic sign, if the vehicle cannot be used for that purpose in any other street or part of that street; or
- (d) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984.

- 5.2 Nothing in Article 4.1 of this Order shall apply in relation to any vehicle entering into a cycle lane specified in the Schedule to this Order, insofar as the design of any segregating measures in place in relation to that cycle lane physically allows such activity, for as long as is necessary:-

- (a) to enable access to or exit from any road adjoining that cycle lane, or to enable access to or exit from any premises adjoining that cycle lane by way of a vehicular access or footway crossover, provided that, in both cases, the vehicle leaves the cycle lane immediately thereafter;
- (b) to enable a person to board or alight from the vehicle;
- (c) to enable goods to be loaded on to or unloaded from the vehicle, if and in so far as the activity is not prohibited by the provisions of any other Order;
- (d) for the purpose of collecting refuse; or

- (e) for the purposes of the provision of a universal postal service (as defined in the Postal Services Act 2011<sup>d</sup>) provided the vehicle bears the livery of a universal postal service provider.

Suspension of existing provisions

- 6.1 Whilst this Order remains in force and without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the London Borough of Southwark (Prescribed Routes and Cycle Lanes) (Lower Road C4) (No. 1) Experimental Traffic Order 2022<sup>e</sup> shall be modified as to have the effect as though the items 5 and 6 in the Schedule therein were omitted.

Power to modify or suspend this Order

- 7.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Head of Service - Highways (or such other officer of the Council as holds the post of Traffic Manager as defined in section 17 of the Traffic Management Act 2004<sup>f</sup>) may, if it appears to that officer essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend any provision of this Order, save that no modification shall make an addition.

Dated this twenty-third day of March 2023



DALE FODEN  
Head of Service, Highways  
Environment, Neighbourhoods and Growth

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<sup>d</sup> 2011 c.5

<sup>e</sup> LBS 2022/128

<sup>f</sup> 2004 c.18

## SCHEDULE – CYCLE LANES

<i>(1)</i> Item	<i>(2)</i> Lengths of street	<i>(3)</i> Direction of travel and type of cycle lane	<i>(4)</i> Hours of operation
1.	<p>LOWER ROAD</p> <p>all that part of the south-western side of the carriageway as is bounded on the south-west by the south-western kerb-line of Lower Road and on the north-east by a line drawn 3.5 metres north-east of and parallel to the south-western kerb-line of Lower Road, as extends from a point 4 metres south-east of the south-eastern kerb-line of Gomm Road to a point 34.5 metres south-east of that kerb-line.</p>	two-way mandatory segregated cycle lane	At any time
2.	<p>LOWER ROAD</p> <p>all that part of the south-western side of the carriageway as is bounded on the south-west by the south-western kerb-line of Lower Road on the north-east by the south-western edge of the island site located to the north-west of its junction with Orange Place, as extends from a point 27 metres north-west of the north-western kerb-line of Orange Place to a point 3.5 metres north-west of that kerb-line.</p>	two-way mandatory segregated cycle lane	At any time
3.	<p>LOWER ROAD</p> <p>all that part of the south-western side of the carriageway as is bounded on the south-west by the south-western kerb-line of Lower Road and on the north-east by a line drawn 3 metres north-east of and parallel to the south-western kerb-line of Lower Road, as extends from a point 3 metres south-east of the south-eastern kerb-line of Orange Place to a point 12 metres north-west of the north-western kerb-line of Hawkstone Road.</p>	two-way mandatory partially- segregated cycle lane	At any time
4.	<p>LOWER ROAD</p> <p>all that part of the south-western side of the carriageway as is bounded on the south-west by the south-western kerb-line of Lower Road and on the north-east by the south-eastern edge of the site located to the south-east of its junction with Rotherhithe Old Road and subsequently by a line drawn 3 metres north-east of and parallel to the south-western kerb-line of Lower Road, as extends from a point 2.5 metres south-east of the north-westernmost wall of Surrey Quays London Overground Station to a point 1.5 metres south-east of the common boundary of Nos. 128 and 130-132 Lower Road.</p>	two-way mandatory segregated cycle lane	At any time



(1) Item	(2) Lengths of street	(3) Direction of travel and type of cycle lane	(4) Hours of operation
5.	<p>LOWER ROAD</p> <p>all that part of the north-eastern side of the carriageway as is bounded on the north-east by the north-eastern kerb-line of Lower Road and on the south-west by a line drawn 3 metres south-west of and parallel to the north-eastern kerb-line of Lower Road, as extends from the north-western wall of Nos. 187-207 Lower Road to a point 25 metres south-east of the north-western wall of Nos. 187-207 Lower Road.</p>	two-way mandatory segregated cycle lane	At any time
6.	<p>LOWER ROAD</p> <p>all that part of the north-eastern side of the carriageway as is bounded on the north-east by the north-eastern kerb-line of Lower Road and on the south-west by a line drawn 3 metres south-west of and parallel to the north-eastern kerb-line of Lower Road, as extends from a point 2 metres south-east of the north-western wall of No. 229 Lower Road to a point 11.5 metres north-west of the north-western kerb-line of Plough Way.</p>	two-way mandatory partially- segregated cycle lane	At any time
7.	<p>LOWER ROAD</p> <p>all that part of the north-eastern side of the carriageway as is bounded on the north-east by the north-eastern kerb-line of Lower Road and on the south-west by a line drawn 3 metres south-west of and parallel to the north-eastern kerb-line of Lower Road, as extends from a point 7.5 metres south-east of the south-eastern kerb-line of Plough Way to a point 4 metres north-west of the north-western kerb-line of Chilton Grove.</p>	two-way mandatory segregated cycle lane	At any time
8.	<p>LOWER ROAD</p> <p>all that part of the north-eastern side of the carriageway as is bounded on the north-east by the north-eastern kerb-line of Lower Road and on the south-west by a line drawn 3 metres south-west of and parallel to the north-eastern kerb-line of Lower Road, as extends from a point 5.5 metres south-east of the south-eastern kerb-line of Chilton Grove to a point 5 metres north-west of the north-western kerb-line of Croft Street.</p>	two-way mandatory segregated cycle lane	At any time

(1) Item	(2) Lengths of street	(3) Direction of travel and type of cycle lane	(4) Hours of operation
9.	<p><b>REDRIFF ROAD</b></p> <p>all that part of the south-eastern side of the carriageway as is bounded on the south-east by the south-eastern kerb-line of Redriff Road and on the north-west by a line drawn 2 metres north-west of and parallel to the south-eastern kerb-line of Redriff Road, as extends from a point 30 metres north-east of the north-eastern kerb-line of Lower Road to the north-eastern kerb-line of Lower Road.</p>	south-westbound mandatory with- flow segregated cycle lane	At any time
10.	<p><b>ROTHERHITHE OLD ROAD</b></p> <p>all that part of the south-western side of the carriageway as is bounded on the south-west by the south-western edge of the westernmost island site located at its junction with Hawkstone Road, and on the north-east by a line drawn 1.5 metres north-east of and parallel to the south-western edge of the westernmost island site located at its junction with Hawkstone Road, as extends from a point 10 metres south-east of the south-eastern kerb-line of Hawkstone Road north-westward for a distance of 10 metres.</p>	north-westbound mandatory with- flow segregated cycle lane	At any time

## EXPLANATORY NOTE

*(This note is not part of the Order)*

This Order, by way of an experiment:-

- (a) introduces a series of new two-way (some partially/fully segregated) mandatory cycle lanes in Lower Road (between a point north-west of its junction with Orange Place and its boundary with the London Borough of Lewisham – south-east of its junction with Croft Street);
  - (b) introduces a new south-eastbound mandatory cycle lane in Redriff Road (at its junction with Lower Road); and
  - (c) introduces a new north-westbound with-flow mandatory cycle lane in Rotherhithe Old Road (at its junction with Hawkstone Road),
- as part of the Lower Road Cycleway 4 active travel measures, in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

2023 No. 027

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The London Borough of Southwark (Waiting and Loading restrictions)  
(Lower Road C4) Experimental Traffic Order 2023

Made: 23 March 2023

Coming into force: 30 March 2023

Expires: 10 October 2024

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The Council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 9 and 10 of the Road Traffic Regulation Act 1984<sup>a</sup>, as amended, and of all other powers thereunto enabling, hereby make the following Order:

#### Citation, commencement and expiry

- 1.1 This Order may be cited as the London Borough of Southwark (Waiting and Loading restrictions) (Lower Road C4) Experimental Traffic Order 2023, shall come into force on 30 March 2023, and will expire on 10 October 2024.

#### Interpretation

- 2.1 In this Order:-

“Council” means the Council of the London Borough of Southwark;

“enactment” means any enactment, whether public general or local, and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

“map-based schedule” means the map attached to and to be read in conjunction with this Order and the Order of 2021, which depicts the waiting and loading restrictions imposed by this Order, and, in conjunction with the map schedule legend, identifies the type of each particular waiting or loading restrictions and, if appropriate, certain of its governing provisions:

Provided that the Council does not accept responsibility for any inaccuracies contained in the Ordnance Survey data relied upon to create the map-based schedule and where a waiting or loading restriction is depicted on the map-based schedule, that waiting or loading restriction will continue to apply irrespective of any subsequent changes that have been made to the underlying Ordnance Survey data.

“map schedule legend” means the map schedule legend attached to this Order which, when used in conjunction with the map-based schedule, identifies the specific type of waiting or loading restriction imposed by this Order and, where appropriate, certain of their governing provisions; and

“the Order of 2021” means the London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Map-based) Order 2021<sup>b</sup>.

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<sup>a</sup> 1984 c.27

<sup>b</sup> LBS 2021/036

- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
- 2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2021 shall have the same meaning as in that Order.

Substitution of item in the map-based schedule

- 3.1 While this Order remains in force, and without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2021 shall have effect as though:-
- (a) where there is no existing item at a location depicted in the map-based schedule attached to that Order, there were added to that map-based schedule the item depicted in the map-based schedule attached to this Order; and
  - (b) where there is an existing item at a location depicted in the map-based schedule attached to that Order, there were substituted in that map-based schedule the item depicted in the map-based schedule attached to this Order.
- 3.2 The substitution referred to in Article 4.1(b) of this Order of any item in the map-based schedule will have the effect of suspending any provision provided or designated by a previous version of that item in the map-based schedule and not incorporated into the latest version.

Waiting or loading restrictions applicable in restricted streets

- 4.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, the Order of 2021 shall have effect as though any waiting or loading restriction identified in the map-based schedule and by way of the map schedule legend and marked out as a waiting or loading restriction shall be construed as through it were a restricted street referred to in the Order of 2021.

Power to modify or suspend this Order

- 5.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Head of Service - Highways (or such other officer of the Council as holds the post of Traffic Manager as defined in section 17 of the Traffic Management Act 2004<sup>c</sup>) may, if it appears to that officer essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend any provision of this Order, save that no modification shall make an addition.

Dated this twenty-third day of March 2023



DALE FODEN  
Head of Service, Highways  
Environment, Neighbourhoods and Growth

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<sup>c</sup> 2004 c.18

## EXPLANATORY NOTE

*(This note is not part of the Order)*

This Order, by way of an experiment, substitutes or adds items in the map-based schedule attached to the Order of 2021, so as to:-

- (a) in Lower Road (north-east side between its junction with Redriff Road and its junction with Croft Street) convert all existing timed waiting restrictions (single yellow lines) and 'at any time' loading restrictions to 'at any time' waiting and loading restrictions and
- (b) to add new 'at any time' waiting and loading restrictions o/s No. 253 Lower Road to accommodate the removal of an existing bus stop,

as part of the Lower Road Cycleway 4 active travel measures, in the London Borough of Southwark.

# Public notice

## Lower Road Cycleway 4 – sections 2 & 3



*The London Borough of Southwark (Charged-for parking places) (Lower Road C4) Experimental Traffic Order 2023*

*The London Borough of Southwark (Prescribed Routes and Cycle Lanes) (Lower Road C4) (No. 2) Experimental Traffic Order 2023*

*The London Borough of Southwark (Waiting and Loading restrictions) (Lower Road C4) Experimental Traffic Order 2023*

1. Southwark Council hereby GIVES NOTICE that on 23 March 2023 it has made the above experimental Orders under sections 9 and 10 of the Road Traffic Regulation Act 1984.
2. The effects of the experimental Orders, the intention of which is to trial the provision of active travel measures promoting walking, cycling and public transport modes and to deter motor vehicle through traffic, as part of the Council's Cycleway 4 improvements, will be:-
  - (a) to provide two-way mandatory cycle lanes, averaging 3m in width and aligned with the nearest kerb-line or island site, operational at any time and segregated from the adjoining traffic flow by either carriageway island sites or segregating bollards, at the following locations:
    - (i) LOWER ROAD south-west side, extending from a point 4 metres south-east of the south-eastern kerb-line of Gomm Road to a point 34.5 metres south-east of that kerb-line;
    - (ii) LOWER ROAD south-west side, extending from a point 27 metres north-west of the north-western kerb-line of Orange Place to a point 3.5 metres north-west of that kerb-line;
    - (iii) LOWER ROAD south-west side, extending from a point 3 metres south-east of the south-eastern kerb-line of Orange Place to a point 12 metres north-west of the north-western kerb-line of Hawkstone Road;
    - (iv) LOWER ROAD south-west side, extending from a point 2.5 metres south-east of the north-westernmost wall of Surrey Quays London Overground Station to a point 1.5 metres south-east of the common boundary of Nos. 128 and 130-132 Lower Road;
    - (v) LOWER ROAD north-east side, extending from the north-western wall of Nos. 187-207 Lower Road to a point 25 metres south-east of the north-western wall of Nos. 187-207 Lower Road;
    - (vi) LOWER ROAD north-east side, extending from a point 2 metres south-east of the north-western wall of No. 229 Lower Road to a point 11.5 metres north-west of the north-western kerb-line of Plough Way;
    - (vii) LOWER ROAD north-east side, extending from a point 7.5 metres south-east of the south-eastern kerb-line of Plough Way to a point 4 metres north-west of the north-western kerb-line of Chilton Grove;
    - (viii) LOWER ROAD north-east side, extending from a point 5.5 metres south-east of the south-eastern kerb-line of Chilton Grove to a point 5 metres north-west of the north-western kerb-line of Croft Street;the above cycle lanes (and cycle track referred to in item 3 following) to be linked together by advisory cycle lane markings to form a continuous cycle route.
  - (b) to provide a one-way south-eastbound with-flow mandatory cycle lane, operational at any time and segregated from the adjoining traffic flow by segregating bollards and 2 metres in width, in REDRIFF ROAD – extending from a point 30 metres north-east of the north-eastern kerb-line of Lower Road to the north-eastern kerb-line of Lower Road;
  - (c) to provide a one-way north-westbound with-flow mandatory cycle lane, operational at any time and 1.5 metres in width, in ROTHERHITHE OLD ROAD – extending from a point 10 metres south-east of the south-eastern kerb-line of Hawkstone Road to the south-eastern kerb-line of Hawkstone Road;
  - (d) to suspend existing 'pay by phone' parking places on the south-west side of LOWER ROAD (i) 20.5 metres o/s Nos. 172 – 178 Lower Road, and (ii) 5.5 metres o/s No. 202 Lower Road, and introduce 'at any time' waiting and loading restrictions to accommodate those parking changes; and
  - (e) in LOWER ROAD north-east side between its junction with Redriff Road and its junction with Croft Street (i) convert all existing timed waiting restrictions (single yellow lines) and 'at

any time' loading restrictions to 'at any time' waiting and loading restrictions and (ii) add new 'at any time' waiting and loading restrictions o/s No. 253 Lower Road to accommodate the removal of an existing bus stop.

3. Southwark Council hereby GIVES FURTHER NOTICE that it proposes to construct under section 65(1) of the Highways Act 1980 a two-way segregated cycle track for the use of pedal cycles only, in LOWER ROAD north-east side, comprising of a 3 metre wide corridor indicated by a traffic sign within the north-eastern footway, extending from a point on the north-eastern kerb-line of Lower Road 25 metres south-east of the north-western wall of Nos. 187-205 Lower Road to a point 1.5 metres north-west of the north-western kerb-line of the southern vehicular access to Osprey Estate, Lower Road. An informal pedestrian crossing point with 'zebra' type markings would be provided across the cycle track to enable pedestrians to access the bus stop located at the carriageway kerbside within this length.
4. Southwark Council hereby GIVES FURTHER NOTICE under sections 90A to 90I of the Highways Act 1980 and in accordance with the provisions of the Highways (Road humps) Regulations 1999 and the Highways (Traffic calming) Regulations 1999, propose to construct speed tables of flat-top construction having a maximum height level with the surrounding kerb in LOWER ROAD:-
  - (a) covering the entire width of the cycle lane referred to in item 2(a)(ii) above, extending from a point 12 metres north-west of the north-western kerb-line of Orange Place north-westward for a distance of 6 metres; and
  - (b) covering the entire length and width of the cycle track in item 3 above.

*NOTE: All measurements are in metres and are approximate.*
5. For more information on the background and implementation of these experimental Orders contact the Council's Highway team - [Highways@southwark.gov.uk](mailto:Highways@southwark.gov.uk)
6. Copies of the Orders, which will come into force on 30 March 2023 (and can remain in force for up to 18 months from that date), this notice, and a statement of the council's reasons for making the Orders may be found online [www.southwark.gov.uk/trafficorders](http://www.southwark.gov.uk/trafficorders); paper or digital copies of plans showing the location and effect of the Orders and the supporting documents may be requested by emailing [traffic.orders@southwark.gov.uk](mailto:traffic.orders@southwark.gov.uk), or inspected by appointment only at: Highways, Southwark Council, Environment, Neighbourhoods and Growth Department, 3rd floor hub 2, 160 Tooley Street, London SE1 2QH. Email [traffic.orders@southwark.gov.uk](mailto:traffic.orders@southwark.gov.uk) (or call 020 7525 3497) for booking details.
7. The Council will in due course be considering whether the provisions of the experimental orders should be continued in force indefinitely, by means of a permanent order made under section 6 of the Road Traffic Regulation Act 1984. Anyone wishing to object to the making of the permanent order or make any other representation regarding the scheme would have 6 months to do so, from the date the experimental order comes into force (or, if the orders are varied by a subsequent order or modified pursuant to section 10(2) of the Road Traffic Regulation Act 1984, from the date that variation order/s or modification comes into force), and may send a statement to [traffic.orders@southwark.gov.uk](mailto:traffic.orders@southwark.gov.uk) or to: Traffic Order consultations, Highways, Southwark Council, Environment, Neighbourhoods and Growth Department, P.O. Box 64529, London SE1P 5LX; or use the form labelled 'Parking - Road traffic and highway schemes - responding to statutory consultation notices' at [www.southwark.gov.uk/statutoryconsultationnotices](http://www.southwark.gov.uk/statutoryconsultationnotices) quoting reference 'TMO2223-EXP06\_Lower Rd C4 sections 2&3'. Please note that if you wish to object to the scheme you must state the grounds on which your objection is made.
8. Under requirements of current access to information legislation, any letter or e-mail sent to the Council in response to this Notice may be subject to publication or disclosure, or both, including communication to other persons affected.
9. Anyone wishing to question the validity of the Orders or of any provision therein on the grounds that it is not within the relevant powers of the Road Traffic Regulation Act 1984, or that any of the relevant requirements thereof or of any relevant regulations made thereunder have not been complied with in relation to the Orders may, within 6 weeks of the date on which the Orders were made, make application for the purpose to the High Court.

Dated 23 March 2023

**Dale Foden** - Head of Service, Highways



# Statement of reasons

## Lower Road Cycleway 4 – sections 2 & 3



*The London Borough of Southwark (Charged-for parking places) (Lower Road C4) Experimental Traffic Order 2023*

*The London Borough of Southwark (Prescribed Routes and Cycle Lanes) (Lower Road C4) (No. 2) Experimental Traffic Order 2023*

*The London Borough of Southwark (Waiting and Loading restrictions) (Lower Road C4) Experimental Traffic Order 2023*

Southwark Council will trial, by way of an experiment, new active travel measures to make it easier to walk, cycle and use public transport, whilst removing through traffic in the Lower Road area (Rotherhithe ward), in the London Borough of Southwark.

These measures focus on the provision of a segregated cycleway on Lower Road which forms part of Cycleway 4 (between Tower Bridge and Greenwich).

The Council's intention is to implement the works, by way of experiment, to cover the entire length of Lower Road between the boundary of the Transport for London (TfL) Road Network on approach to Rotherhithe Tunnel/Jamaica Road and the borough boundary with Lewisham at Evelyn Street. The measures summarised below make up the final sections of the Lower Road Cycleway 4 trial scheme.

**Lower Road Cycleway 4 – sections 2 and 3** (between a point north-west of its junction with Orange Place and its boundary with the London Borough of Lewisham).

To introduce a series of new two-way (some partially/fully segregated) mandatory cycle lanes in Lower Road on both sides, between a point north-west of its junction with Orange Place and its boundary with the London Borough of Lewisham – south-east of its junction with Croft Street.

The provision of a new south-eastbound with-flow mandatory cycle lane in Redriff Road (at its junction with Lower Road), and a new north-westbound with-flow mandatory cycle lane in Rotherhithe Old Road (at its junction with Hawkstone Road).

There will be some re-configuration of the existing crossings in Lower Road, and new segregating island sites to accommodate the new cycleway. Informal pedestrian crossing points with 'zebra' type markings will be provided across the cycle lanes of the cycleway in Lower Road (of which is raised at the location of the crossing), and the cycle track referred to below, to enable pedestrians to access bus stops located on the segregating island sites.

The provision of a raised two-way cycle track in Lower Road on the north-east side within the north-eastern footway, o/s Nos. 187-215 Lower Road.

To suspend an approximate total of 26 metres of existing 'pay by phone' parking places on the south-west side of Lower Road o/s Nos. 172 – 178 Lower Road, and o/s No. 202 Lower Road, and introduce 'at any time' waiting and loading restrictions to accommodate those parking changes.

Also in Lower Road (north-east side between its junction with Redriff Road and its junction with Croft Street) to convert all existing timed waiting restrictions (single yellow lines) and 'at any time' loading restrictions to 'at any time' waiting and loading restrictions and to add new 'at any time' waiting and loading restrictions o/s No. 253 Lower Road to accommodate the removal of an existing bus stop.

The on-going trial for **Lower Road Cycleway 4 – section 1** (between the boundary of the Transport for London Road Network on the approach to the Rotherhithe Tunnel Roundabout and its junction with Orange Place) was advertised on 20 October 2022. The two-way cycle lanes (on the south-west side of Lower Road, on the approach to its junction with Orange Place) within the experimental Traffic Management Order pertaining to that section have been omitted by modification to better match the links between the sections of the scheme overall.

These measures are subject to experimental Traffic Management Orders (TMOs). A TMO is the legal mechanism the council, as traffic authority, uses to control aspects of the way that the highway is used. They provide the legal backing to signs and road markings used on the highway and allow them to be enforceable.

The experimental TMOs will be enforceable for a period up to 18 months to allow the assessment of any impact the measures might have on the area and surrounding roads, and to revise the scheme if necessary within that time. A review will be carried out to assess the initial success of the scheme and whether the measures should be made permanent.

Link to the decision details:

[Decision - Covid-19 – Post lockdown highway schemes Batch 4 - Southwark Council](#)

Dated 23 March 2023

For more information contact:-

Highways

[Highways@southwark.gov.uk](mailto:Highways@southwark.gov.uk)